

Introduced By: Councilmember Austin-Lane

**RESOLUTION 2002-27**

**Resolution Opposing Adoption By the Council of the District of Columbia  
Of the Draft Takoma Central District Plan in its Current Form**

- WHEREAS, the communities of Takoma, D.C. and Takoma Park, Maryland both have a strong interest in the economic health, safety, environment, and livability of the area around the Takoma Metro; AND
- WHEREAS, the land between Eastern Avenue and the Takoma Metro station, known as the Metro site, was designed through community input from residents of Takoma Park, Maryland and Takoma, D.C.; AND
- WHEREAS, the D.C. Office of Planning has prepared a draft Small Area Plan for the area near the Takoma Metro in Washington, D.C., called the Takoma Central District Plan; AND
- WHEREAS, the draft Takoma Central District Plan has many strengths and can be a good base for a revised Plan; AND
- WHEREAS, a traffic/transportation study was not done as part of the small area planning process, but was later recognized as essential and is just now beginning, to be overseen by the District Department of Transportation and conducted in conjunction with Maryland transportation agencies; AND
- WHEREAS, based on the lack of a completed traffic/transportation study and a number of other significant concerns, District of Columbia Advisory Neighborhood Council (ANC) 4B approved a resolution on March 21, 2002 (attached) urging the D.C. City Council to “reject the plan or return it to the Office of Planning for necessary transportation planning and for improved site design and planning at the Takoma Metro Station;” AND
- WHEREAS, transportation and traffic around and through the Metro site and Takoma D.C. directly affects the entire Takoma community, including City of Takoma Park residents and especially those Maryland homes and neighborhoods immediately adjacent to the Metro site; AND
- WHEREAS, the land at the Metro site was acquired by WMATA for transit purposes and was designed as a transit facility and park buffer for adjacent residences and the entire Takoma community; AND
- WHEREAS, the Metro site has a sizable drop off area, many secure bicycle lockers, easy access for pedestrians, bicyclists and people with disabilities and welcoming open space and green space; AND
- WHEREAS, the Metro site currently does not meet community transportation needs as shown be the lack of a taxi stand, the idling buses on Cedar Avenue off the Metro site, and the unofficial use of Carroll Street at the underpass as a kiss-and-ride drop off area; AND
- WHEREAS, Maryland residents as well as District of Columbia residents use the transit facilities at

the Takoma Metro site, and most of the bus service at the station is provided by the Montgomery County Ride-On bus system; AND

WHEREAS, in order to create a healthy business community, businesses in Washington D.C.'s 4<sup>th</sup> Street area must be connected to Takoma Park's Old Town businesses by a continuous and attractive commercial streetscape.

NOW, THEREFORE, BE IT RESOLVED THAT the Takoma Park City Council endorses the resolution of ANC 4B concerning the Takoma Central District Plan and recommends that the Council of the District of Columbia not adopt the Takoma Central District Plan until the Takoma traffic/transportation study is completed and revisions to the draft Plan addressing the issues raised by the ANC and the City of Takoma Park are incorporated;

AND BE IT FURTHER RESOLVED THAT the Takoma Park City Council recommends that the revised plan not be done until the traffic/transportation study be completed and that it be informed by the traffic/transportation study;

AND BE IT FURTHER RESOLVED THAT any revised plan should include:

- sufficient space for the twelve (12) bus bays plus layover space identified by the Regional Bus Study, plus additional spaces for bus bays and layover spaces needed for long-term planning, including future mass transit options;
- provision of parking that serves both Metro riders and businesses, without adversely impacting bus service or nearby homeowners;
- provision of Kiss and Ride and taxi areas adjoining the Metro entrance of a size at least as large as is presently provided on site;
- retention of maximum feasible green (or open) space that is accessible and attractive to transit users, making it usable as a community green and effective as a buffer for surrounding residences; and
- provision for retail businesses along the Carroll Street side of the Metro site that would draw Metro riders to the businesses on 4<sup>th</sup> Street and the Takoma Old Town area.

ADOPTED THIS 15<sup>th</sup> DAY OF APRIL, 2002.

ATTEST:

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Catherine Waters, CMC/AAE  
City Clerk